San Francisco. 12—Bremen hark Dodo, Heustman, 80 days from New Castle, en route for San Francisco. 27—Am stmr Ajnx, Godfrey, 14 days from San Francisco. 28-Ham, ship Leibnitz, Stelzenburg, 90 days from Mon-

Feb. 4—British ship Francis Henry, Tollance, 42 days from Auckland. Sailed on the 5th for San Francisco. DEPARTURES. Jan 1—Am wh bk Stephania, Sinclair, to cruise.
2—Ban, brig Carl Ludwig, Callson, for Hongkong.

-Hamburg ship Juanita, Thompson, for Baker's Island. 3—Am bark D. C. Murray, Bennet, for San Francisco.
12—Am brig W. D. Rice, Buddington, for San Francisco. 19-Am wh bark Peru, Smith, to cruise. 19-Haw, brig Harriet Newell, Cunningham, for Guano Islands. 20-Old. wh bark Julian, Lubbers, to cruise

22-Am bark Whistler, Paty, for San Francisco. 23-Bremen bark Dodo, Dairymple, for San Francisco. 23-Am wh bark Wm. Ro ch, Pulver, to cruise. 25-Russian bark Nahinoff, Archimandriftoff, for Sitka. 27-Am bark Bhering, Lane, for San Francisco. 31-Hamburg ship Leibnitz, Stelzenburg, for Baker's Is. 3-U. S. S. S. Lancaster, Pearson, for San Francisco.

3-Am bark Kentucky, Williston, for San Francisco.

The steamer Ajax leaves this afternoon for San Francisco with a fair freight and about fifty passengers. Her freight would have been much larger had not several untoward occurrences happened. First, she only arrived some two weeks after we had been led to look for her, so that freight which was intended for her was given to another vessel. Then her arrival occurred, as luck would have it, at the most inopportune season of the year, during the prevalence of a six-weeks kona storm, such as we have not had for some years, and which may not recur again during the next five years. This has suspended the movements of our coasters, and the shipment of produce, to an extent that seldom occurs. The stranding of the steamer Kilquea, on Hawaii, has sailly disappointed shippers, and especially those in the fruit trade. Had the Kilauea continued running, the Ajax would, doubtless, have had over 150 tons of fruit on her first trip-oranges, bananas, sweet potatoes, and cucoanuts. Mr. Roys, the principal dealer in fmit, looses heavily from the storm and from the interruption of navigation. These occurrences have given her a less propitious start than her friends in California may have looked for, but with the return of settled weather, our coasting trade will be resumed, and we feel confident that the Ajax will find at least from six to eight hundred tons of freight here for her second trip and increase the amount on each succeeding one. With a little united action on the part of our planters and merchants there will be abundant support given to her. We understand the Ajax will return immediately, and may be expected here about the 10th or 12th of March. One important item in favor of steam is the reduction in the rate of insurance. By sail vessels it is I per cent, between Honolulu and San Francisco, and by steam it is i of one per cent., and it is not improbable that it will be reduced still further, as the risk is almost nothing.

The British ship Francis Henry, 42 days from New Zealand, bound to San Francisco, touched at this port on the 4th, short of provisions. She sailed again on the 5th. The bark Novelty cleared from Auckland for San Francisco, Dec. 19th. In the papers at hand we notice no commercial news of interest here. The ship Blue Jacket is nearly leaded with oil, and will sail for New Belford in all next week, taking a full cargo.

he ship Georges is still undergoing repairs, wi stormy weather has seriously interfered with. The bark Comet has been hove down and entirely new coppered, and is receiving other extensive repairs. She will be

nearly as good as new. The bark Smyrniote is loading, and is promised to sail in all next week. but the uncertainty in our coasting trade may

detain her beyond that date. Trade generally is good, but light, as usual, in the absence of shipping. Quotations of produce are useless, as the prices of staples are merely nominal. Shipments are mostly made on account of producers or their agents.

COMMERCIAL ITEMS.

A company is forming in the south of England for breeding oysters. Oysters are now nearly seven times dearer than they were two or three years ago.

New York, Dec. 31st .- The receipts at the Internal Revenue Bureau reported yesterday \$830,449; and for the week ending to-day, \$4,676,796; and for six months ending December 20th, \$175,656,658. The Savings Banks of San Francisco have at this time on de-

posit the sum of \$5,702,708, and there are no other Savings Banks on the Pacific Coast. The depositors receive about one per cent. per month interest thereon, or for the year \$684,324. The cotton crop raised by the German farmers in Texas is superior in quality to any ever grown by slave labor. The idea that cotton cannot be raised by free labor is exploded Day Goods Tanne.—The importations of dry goods at New York, from Jan. 1 to Nov. 1, 1865, amounted to \$81,386,147. In the same period in 1864, there were \$65,775,810. For 1865,

The number of sugar factories now at work in France is two hundred and ninety-three, and the quantity made is 220,800,000 pounds. The whole country in the department of the Nord is beet root, pulp, sugar and fuel; the roads are encumbered with

The following advertisement is from a late number of the 5-" PARTNER WANTED .- A practical distiller, having been experimenting for the last 17 years, can now produce a fair port and sherry by fermentation without a drop of grape juice, and wishes a party with from £2000 to £3000 capital to establish a House in Hamburg for the manufacture of his wines. Has already a good connection in business. Apply to G. H. Mead & Co., No. 11 Wood street, Cheapside."

The bark A. A. Eldridge, 32 days from Honolulu, had arrived at Portland, with an assorted cargo. She experienced heavy weather on the 9th ult. A seamen known as Emanuel, fell from the yard arm and was lost overboard.

POST-OFFICE DEPARTMENT .- The great leading fact of Postmaster General Dennison's Report, is one that the people care most to know. It is that the Receipts of his Department for the year ending June 30th, were \$14,556,158; and the Expenditures, \$13,694,728; -leaving a balance on hand, of \$861,430.

According to the statement of the Controller of the Currency, the amount of National Bank notes in circulation is smaller than any estimates have made it. It had been thought that there were affoat \$10,000,000 in excess of the \$300,000,000 authorized by law. But instead of this there are hardly bonds deposited to entitle those institutions to issue \$245,000,000, thus leaving a considerable balance in their favor. THE WINE CROP OF FRANCE .- Of 89 French departments only

11 are not wine-growing; of the others, 20 consume all they grow, and 58 export. In France there are upwards of 2,200,000 proprietors of vines. The average annual produce of wine during the four years 1858-61 was upwards of 38,000,000 hectolitres; which is equivalent to more than \$36,000,000 imperial gallons. The wine growers are thirsty souls, for upwards of 15,000,000 hectolitres are set down as consumed by them. Paris in 1863 drank 2,606,538 hectolitres of wine, besides about 534,000 hectolitres of spirits, beer, citer, and perry. Setting down the population of Paris at 2,000,000, including the floating population of strangers, the allowance per man is handsome if we consider how little the women and children consume. SAN FRANCISCO RETAIL MARKET .- The following exhibits the state of the retail market Jan. 12:

Butter, California,			Radishes, & doz.	25(0)	50
fresh. W fb \$	50/23	75	Celery, & doz.		
Butter, California,	0.000		bunches	1 00.20	1 50
pickled, & fb	65@)		Turnip, W dos.	2 2000	
Butter, N. Y. via			bunches	25(2)	37
Isthmus, W tb.	45(2)	50	Green Peas, P fb.		
Cheese, W tb	25/20	35	Apples, new, & to	4(0)	10
Honey. W b	30:20	40	Pears, new. P th	8/0	1:
Eggs, & doz	60@		Pineapples, apiece	62/2	
Lard, # 15	40@		Figs, Cal. dried		
Hams and Bacon,	10000		₩ 15	2040	25
* B	28@	30	Oranges, & doz	6250	75
Cranberries, &	-			1 25/20	1 50
gall	1 0000		Chickens, aptece.	87.00	1 00
Potatoes, sweet,			Turkeye, W th	3540	
₩ 1b	•5@	8		5 00%	6 00
Potators, Irish,			Ducks, & pair	2 50 2	3 00
₩ tb	1@	24	Quail, & doz	1 75@	
Onions, & th	6(2)	- 5	Rabbits, & pair	37.00	50
Beets, W ib	3/20		Oysters. # 100	1 000	
Squashes, & fb	400	.6	Clams, # 100	50位	
Pumpkins, & th	3/20	5	Salmon, sm'd Ph	10/20	
Cabbage, Pd.z.	7500	1 25	Codfish, P tb	1200	
Cauliflowers, &			Rockfish, & th	1240	
doz	1 00.22	2.00			

Apples. \$200\$2 50 \$ box; Oranges, \$400\$5 \$ 100; Lemons, The market is well supplied with oranges, the last vessel from Honolulu bringing still another invoice .- Bulletin

Ships' Mails.

For San Francisco-per Ajax, this day, Saturday, Feb. 10. For Kona-per Emeline, to-day.

PORT OF HONOLULU, H. I.

ARRIVALS.

Feb. 3-Schr Nettie Merrill, Fountain, from Lahaina.

4-Schr Active, Cluney, from Lahaina. 4-British ship Francis Henry, Tollance, 42 days from Auckland 5—Schr Onward, Lambert, from Kawaihae.
5—Schr Moi Wahine, from Kolou. 6-Schr Kalama, from Koloa. 7-Schr Emeline, Crane, from Kons. S-Schr Prince, Hatfield, from Hanslei. 8-Schr Moi Keiki, Napela, from Kahului.

S-Schr Kate Lee, Chadwick, from Makee's Landing. 9-Schr Helen, Kinney, from Maliko and Molokai. 10-Schr'Alberni, Clark, from Hilo 19-Schr Manuokawai, Marchant, from Hana.

DEPARTURES.

3-Am brig Kentucky, Willistun, for San Francisco. 3-U. S. S. Lancaster, Admiral Pearson, for San Fran-

3-Schr Nettie Merrill, Fountain, for Lahaina. 3-Schr Helen, Kinney, for Molokai and Maliko. 5-Eng ship Francis Henry, Tollance, for San Francisco. 8-Schr Moi Wahine, for Koloa. 8-Schr Nettie Merrill, Fountain, for Lahaina 8-Schr Prince, Hatfield, for Hanalei. 8-Schr Active, Cluney, for Lahaina. 9-Schr Onward, Lambert, for Kawaihae

9-Schr Moi Keiki, Napela, for Kahului.

VESSELS IN PORT-FEBRUARY 10.

Am steamer Ajax, Godfrey, loading for San Francisco. Am clipper ship Bine Jacket, Dilliogham. Haw'n beig W. C. Taibot, Daliman. Am bark amyrniote, Lovitt, loading for San Francisco. Am bark Comet, Fuller, repairing. Am ship Georges, Heustis, repairing Haw'n bark Hoku Loa, up for New Bedford. br bark Royal Charlie. Haw'n bark Kamehamcha V. Haw'n brig Puel, Ziegenhirt.

Oldn'g wh sh Oregon, Mammen Haw, bk Hae Hawaii, Hepping-Haw brig Kohola, Cogan. Haw brig Victoria, Fish.

EXPORTS.

For San Francisco-per Kentucky, Feb. 3-2673 kgs sugar 344755 lbs), 504 bbls molasses (16575 galis), 103 bags cuffee

PASSENGERS.

For San Francisco-per Kentucky, Feb. 3-D Whiteside, J Chapman, J Stephenson, Mr Marshall.

DIED.

GREEN-Feb. 6, at Bella Vista, Nuuanu Valley, Robert Louthian Green, infant son of W. L. Green, Esq.

"There is no flock, however watched and tended, But one dead lamb is there There is no fireside, howe'er defended, But has one vacant chair.'

THE PACIFIC Commercial Advertiser.

SATURDAY, FEBRUARY 10. A telegram in our last paper informs us that the new steamer now building in New York for the China mail service, is to be of fice thousand tons measurement, and the largest wooden steamer in the world. It is likely that the company who have the contract, have determined to put on vessels of the largest class, for two reasons, increased safety and speed, as it is found that such vessels are safer in stormy weather, and that greater speed is obtained in proportion to size. And secondly, to enable the vessels to make the entire trip of 7000 miles across this ocean, without stopping to coal, if that plan shall be found best. Now to compete successfully with the Oriental Steamship Line via Suez and India, the Pacific mail steamers, in order to obtain China freight and passengers, must devise some way to shorten the time from New York or London to Hongkong. By taking the northern or "circle-sailing" route, the distance is shortened 750 miles, or between three and four days, over the southern route. Now, if, in order to succeed in this great ocean race. these steamers have to run against time, it may be found that success will rest solely on the question whether they shall be compelled to stop for coal at intermediate points between San Francisco and Hongkong, and thereby lengthen the trips, from three to six days. We opine that this is the reason why such large vessels are being built. And here is the point which we took up our pen to refer specially to,-the probability that these new steamers will be of a size that will shut them out from our harbor altogether, if left as it now is. Of course it is uncertain as yet how much water they will draw, but steamers of that class generally draw from 20 to 23 feet, and the chances are-nine out of ten-that when fully loaded a five thousand ton steamer will not be able to cross our bar at all tides, twenty-two feet being the most we can allow. In this event one of two things must be done, if they still purpose calling at these islands. Our bar must be dredged to admit of larger vessels, or we must sit still and see the ships stop at Hilo-which port they can enter at all seasons and tides,-or pass by our islands altogether. The expense of dredging the bar will be considerable, but we presume contractors can be found somewhere willing to introduce a suitable machine, and clear it to the depth of twenty-five or six feet for fifty or sixty thousand dollars. The largest ship we ever had in our port, if we are not mistaken, has not been over three thousand tons, nor drawn over 21 feet. The Sovereign of the Seas, which loaded here in 1852, was 2421 tons burthen, and drew 184 feet in, and 20 feet out, leaving port with only part of a cargo. The U. S. steamer Merrimac, which was about four thousand tons burthen, was compelled to anchor outside. These facts should be considered by the Government in its plans for the future, and if there is any possibility of making our harbor accessible to ships of the largest class, which, in a few years at the farthest, will be stopping here, some provision should be made to receive them. It would be mortifying to us to have the Pacific Mail steamers come here and find that they could not enter our port, though anxious to do so. We should not begrudge doing all we can, and

TRAVEL ON THE PACIFIC .- A glance through the pages of Holdridge's Guide Book of the Pacific, affords an interesting insight into the magnitude of preparations for traveling which exist in this State, and all along the coast from Victoria to Valparaiso. For the Panama trade, there are ten steamers, with a total capacity of 22,000 tons. For the trade to Victoria, Oregon, and northern ports of this State and Mexico, there are five steamers, with a capacity of 6,000 tons. The California Steam Navigation Company have three ocean steamers of 3,400 tons capacity. The Central American Mail Steamship Company of Panama has three steamers, of 2,000 tons aggregate capacity. The Pacific Steam Navigation Company (English) trading between Panama and Valparaiso, have seventeen vessels, with 13,000 tons capacity. Thus, saying nothing of the Ajax just started in the Sandwich Island trade, the trade of the Pacific now employs thirty-eight steam vessels, the aggregate capacity of which is a little over 46,000 tons. The total length of these routes over which they travel is upward of 10,000 miles. Within this State there are upwards of 500 miles of steambout routes, employing constantly twelve steamboats. There are 180 miles of railroad in operation, and upwards of 5,000 miles of stage lines, to say nothing of those which lead out of the State. It would be curious to know how much coal and wood are consumed by the railroads and steamers, and how much hay and barley it takes to supply the 5,000 miles of stage lines. That a vast sum of money is annually expended to keep up the stage lines is evident from the fact that the expenses of the line from Marysville to Portland, Oregon, 700 miles in length, are \$22,000 a month. At that rate the ex- have to settle that question among themselves. penses of all the stage lines in the State, are not less than \$1,500,000 annually. The expenses of the steamships, steamboats and railroads are at least double that sum, or \$3,000,000. Thus, simply to keep our wheels of travel in motion, the sum of \$4.500,000 must be counted down every year. This sum has to be earned before the stage and steamboat companies can begin to hope for a realization of profits. To place it in another shape, every man, woman and child in the State must ride at least nine dollars' worth each, merely to grease the wheels of our traveling vehicles.

making all reasonable efforts to meet the re-

quirements of steam. England, France and

America are all engaged in a laudable rivalry

to supply this ocean with steam lines. The San

Francisco Call alludes to the coast enterprises to

facilitate travel in the following paragraph:

We need hardly call attention to the article on our first page. The tables have been prepared with care, and with much labor, in order to give a condensed and clear abstract of the present condition of our agriculture and commerce abroad, where very incorrect notions about us exist. Judging from the reports which comes to us from the old countries, they enjoy there a blissful state of ignorance regarding the present condition and progress of this kingdom. Even our Consuls abroad, particularly the one stationed at London, need special enlightenment, but it must be remembered that they seldom see any paper from this group but the stereotyped Gazette, and their ignorance is therefore sufficiently accounted for. We have several exchanges in England, and it is barely possible the Bishop of Oxford or the London Times may one of these days learn that the natives of Hawaii do export something besides sandal-wood and idols. At all events, we shall seek to remove their ignorance, if possible. The only thing respecting which there will be difference of opinion, is the estimate of sugar for 1866. Our own opinion is that the crop will be about 24,000,000 pounds, which will be about the same percentage of increase as shown for 1865 over the previous year. We stated last week that "it would probably not be less than twenty millions." But several new mills, that commence work this year were not then taken into account, and we have been surprised to find the number of mills actually working so large as it

-We print a larger edition than usual (about 1,000 copies) and will be able to supply our patrons with extra copies for mailing. One newspaper, with annual trade statistics, is worth more to merchants abroad than a cartload of circulars or letters.

NOTES OF THE WEEK.

23 Among the passengers by the steamer from San Francisco are Mr. Eugene M. Van Reed, and Kisahboro, a young Japanese, who are returning to Japan, where Mr. V. R. has resided for some years. Mr. Kisahboro had spent several months traveling through the United States, has been to Washington, visited the arsenals and navy yards, and received marked attentions from the American Government. Mr. Van Reed informs us that Heco. whom many of our readers may remember, has left the American Legation, and is now in the Japanese employ. He was threatened with death, if he continued in foreign service. We find in the Alta of January 13, the following complimentary notice of these travelers:

RETURNING TO JAPAN.—Among the passengers leaving on the steamer Ajax this morning is Mr. Eugene Van Reed, who departs via Honolulu and Hongkong, on his return to Japan, where he has already spent over six years, constituting him, though quite a young man, the oldest foreign resident in that empire. During this period Mr. Van Reed has thoroughly mastered the native tongue, having published in the latter a work upon our language to facilitate its acquisition by the Japanese. He has also made himself familiar with the laws terature, social customs and commercial usages of that singular and jealous race, as well as with the natural products and resources of the country. Having by a just and enlightened policy ingratiated himself with both the Government and the people, he has been permitted to penetrate further into the terior and hold more unrestrained intercourse with all classes than any other foreigner, a circumstance that has disposed the Japanese to regard the Americans with peculiar favor, and one that will be of advantage to our Government in negotiating for a further relaxation of their exclusive policy. Indeed, it is hardly claiming too much for the influence and exertions of this young man to say they have already aided materially towards abating the ancient prejudices of the Japanese, and inducing them to a freer intercourse with the outside world, a service that entitles him to honorable mention as a promoter of international good feeling, and a pioneer in aiding to open a new world to our commerce. Mr. Van Reed, who has long enjoyed the confidence of the mercantile community, carries with him to his distant field of labor the hearty good wishes of a large number of his countrymen. Kisahboro, the intelligent young Japanese gentleman who came out to America last year, and has been on a tour to New York, Washington, and other places in the Atlantic States and the interior of California, goes back with Mr. Van Reed, and under the special protection

AMERICAN HOUSE .- By our advertising columns. we see that our enterprising townsman, Mr. Kirchoff, the proprietor of the Aldrich House, has leased the spacious premises on Beretania street, lately occupied by the British Commissioner. He purposes to build additions, with cottages and other improvements, and open it as a hotel, under the name of the "American House." This is a step towards providing our city with a good hotel. and in the course of time may result in an extensive establishment. The location is a very good one for a public house .- a short walk from the Post-office, and we doubt not that, under the management of Mr. K., the house will be well patronized. With this and such other houses as will be provided to accommodate strangers, we can assure our San Francisco friends who visit Honolulu, that they will not be left out in the cold. unless they rush down on us in regiments, which is

One want creates another, and now we would suggest to some of our young admirers of fine horses that a livery stable be opened, where good saddle horses can at all times be had, as well as carriages. It is true that native horses can be had. but they are seldom what strangers care to ride on; in fact the equipments on half the horses offered to let about town are not fit for use, and invariably give out. This is one cause of the frequent accidents to equestrians. The officers and men of the Lancaster probably spent two thousand dollars for horse and carriage hire while here, and would have spent more, if good horses had always been ready when wanted. We merely make the suggestion of the need of a livery stable, in case a competent person is out of business and looking for

Horses and Estray Laws .- A correspondent calls our attention to these subjects, and says there is a law which compels the owner of a horse to pay any person, for his own benefit, one half dollar, or the horse found stray may be impounded. The intention of the law was, no doubt, good-to prevent the owners of horses from letting them go loose in the streets or on public roads to graze. He thinks the law works badly, and tends to encourage rascality. A horse that is not worth half a dollar is left at liberty to encumber the highways, but any good horse with a responsible owner, that, by accident, happens to get loose, even for a moment, is picked up and the owner made to pay the fine. Natives secretly drive off horses tied on the plain, and compel the owners to pay the fine. At this time, he says, there are over forty horses confined in the pound, not to speak of the number that have been taken up in this way. The law can, probably, be bettered.

73 Thursday next, Feb, 14th, is the Chine-e New Year's, which, like comets, comes periodically, but no one knows exactly when, except the Chinese and astronomers. It happens to be on the same day this year as St. Valentine's day, which leads to the inquiry whether the Chinese didn't originally keep St. Valentine's day. Our young folks will

This Day.—The mail steamer Ajax will leave for San Francisco at 2 o'clock P. M. to-day, taking a large number of passengers, and the mails, which will close about 12 o'clock. The Advertiser can be obtained by the dozen, or in single wrappers, for mailing. The summary of news on the first page will render it interesting abroad.

- A ship's bag will be kept open for papers, at our counter, till about the hour of departure.

The Concerts.-Our citizens have certainly enjoyed a treat in the vocal and instrumental music of the celebrated artists now here. Two Concerts were given last week, and the one on Saturday evening was densely crowded. The inclement weather the present week prevented all attempts at holding Concerts, as it also put a damper on everything else. Thursday evening was the first which offered even a show of fair weather, but itwas dark and wet, and few were out. On each occasion that she has appeared, Madame Bishop has done herself great credit, and added to her alreadymerited fame. The selections from operas, though short, show what she is in this branch of music,an artist of very superior skill, Mr. Lascelles draws out the most unbounded applause in the execution of his comic songs and duetts. They are sung only as a master can sing them. His Julia, whose conduct to her lover was so "very peculiar," T brought out immense applause. The "Ship on the Bulletin, we learn that the insurance on the Fire" reminded many a one of the burning of the Mastiff, which occurred some years ago between this port and San Francisco. His performances on the piano, from the grand and sublime "Spirit of the Storm" to the charming warbling of the "Robin Redbreast," sung by Madame Bishop, was splendid. Those who have not been to hear these skilled artists, should not fail to do so if they perform again here.

Tie It's of little use to talk about storms, of which every body knows as much and perhaps more than we, and is probably as tired of. The weatherwise predict a change when the moon changes - February 15th. Perhaps it will; we hope so. The lightning and thunder on Monday night were beautifully grand and sublime. Strangers among us will observe that we can get up pyrotechnic displays in these "diggins" at short notice, and on quite as magnificent a scale as in California, Missouri or elsewhere. The only accident we heard of was the killing of two bullocks by lightning on the hills back of Punchbowl, which was more a streak of good luck than otherwise, in these days when beef is so scarce that butchers begrudge killing their neat kine. Well, after today we shall look for fair skies, as the kona will have had six weeks all to itself.

From New Zealand.—By the ship Francis Henry, we have a file of New Zealand papers to the 23d of December. The enterprise of that colony is wonderful, and its trade is becoming large and import ant. A new line of steamers now connects it with the home country via Panama, and another with Melbourne, while numerous steamers run to various parts of the colony. The East Coast war with the natives still continues, and will probably, till the last armed foe expires." Alas for the poor

Accident. - The U. S. steamer Lancaster was spoken on Saturday afternoon last, north of Molokai, by the British ship Francis Henry, and reported that the third engineer, Mr. Stiles, had his arm crushed in the machinery after leaving this port, and was still senseless, though several hours had elapsed since the accident. The Lancaster will, probably, not reach San Francisco till after the arrival of the Ajax at that port, as the former was to sail over all the way.

Wants to be Drugged.—Some soulless body. who was evidently acking for pills or morphine, entered the drug-store of J. Mott Smith & Co. the other night, but did not succeed in getting anything, unless it was a dose or two of pills. This is now the third attempt made to rob the same store, which leads us to think that the drugs there must be very superior. Thieves are said to be good judges of the value of new merchandise.

Schooner Reported Lost .- The schooner Annie Laurie (formerly a steamer.) is reported to have gone ashore at Koloa, Kanai, in the last southerly gale. We have no particulars from her. Her loss will be seriously felt at this time, when all our coasters are needed.

STEAM.—In the Sacramento Union of December 30, is a long and interesting article on a new invention or application of steam, which promises to revolutionize the old system. Those interested in steam may like to peruse the same.

28 The bark Onward is supposed to have sailed from San Francisco Wednesday, January 24th, and will be due here between this and Monday next. She will bring the New York mail of Jan. 1st and London dates to December 15th.

ED. HOFFSCHLAEGER & CO., Importers and Commission Merchants, corner of Fort and Merchant Sts., Honoluin, Hawaiian Islands.

THE NEWSPAPER KUOKOA. Published weekly in the Hawaiian language. It has the largest

circulation in the group, and is read both by Hawaiians and Foreigners. Price \$2.00 a year in advance. Advertisements translated into Hawalian free of charge. Office South corner of the Sallor's Home. 507-

For Sale or to be Let. THE ALDRICH HOUSE ON FORT ST. J. W. AUSTIN.

To Let.

THE STORE NOW OCCUPIED BY

Brewer Wanted.

A NO. I BREWER WANTED IMMEDI-N. B .- Having been already deceived by some calling them selves Brewers, only a man well recommended need apply
It*
T. W. WARREN.

VICE-CONSULATE OF RUSSIA.

TENDERS WANTED

The state of the "KILAUEA," and what she probably requires, may be learned by the Surveyors' Report, which can be seen at the office of the undersigned. Bonds to double the amount of the tender must be given for the due performance of the contract.

All tenders for the above, stating the latest time at which the work will be completed, must be sent in to this Vice-Consulate on or before TUESDAY, the 13th justant, at 12 o'clock moon. N. B .- It is understood that it is not obligatory to accept the lowest or any tender.

J. C. PFLUGER, Vice Consul of Russia.

THE UNDERSIGNED FORMERLY PRO-

prietor of the ALDRICH HOUSE, begs to CITIZENS OF HONOLULU! -AND THE-

TRAVELLING PUBLIC GENERALLY,

That he has taken the well known premises on Beretania street, recently occupied by the British Commissioners which he will in a few days open as a

FIRST CLASS HOTEL! The accommodations are ample, there being numerous sleeping

rooms, the situation airy, and the fine shrubbery and shade trees on the premises will make it a pleasant retreat. The proprietor trusts that his previous reputation gained in the management of the "Aldrich House," will be a sufficient guarantee that he will still continue to merit a share of the public patronage. No pains or expense will be spared in providing the guests with all the delicacies as well as the solids that the market affords. M. KIRCHHOFF.

#2" The steamer Kilanea, which is ashore at Kawaihae, has not been so badly damaged as supposed. She has been carried by the heavy sea a long way in shore, and over the reet, so that, if she is taken out again, it will be at great expenseperhaps more than she is worth. We do not learn that any decision has been given regarding the practicability of getting her off again. Whatever s done, any plan of saving her will be expensive. At present she lies easily in a bed which she has worn in the soft coral, and the surf strikes her abeam, so that she might remain in her present position some time without further injury.

A CONTRACT OF THE PROPERTY OF

-A notice has been issued by the Russian Vice-Consul, Mr. Pfluger, soliciting tenders for the recovery and repairs of the steamer, to which the attention of readers is referred.

THE PIRATE WADDELL .- From the following in Harvest will be paid by the German insurance companies :

A CLEAR CASE OF PIRACY.-The underwriters in Bremen have decided that the burning of the Hawaiian whaling bark at Ascension Island in April last, by Waddell of the Shenandoah, was an act of piracy, and on this ground have agreed to pay the loss. Should Waddell or any of the officers of the Shenandoah ever be found within the jurisdiction of the Hawaitan courts it may go hard with them.

The payment of the insurance is but an act of justice, for a more dare-devil case of wanton piracy never occurred, and Waddell deserves banging. The vessel was partly insured, and the owners were Messrs, Hackfeld & Co., J. I. Dowsett and Capt. Frank Molteno, all of this city.

NOTICE.

EMAIRBANKS' STANDARD PLANTATION

Hay, Coal, Grain, Warehouse,

Grocers, Druggist, Butchers, and Bankers

Scales!

Of all Capacities and Dimensions. AT THE MANUFACTURER'S BRANCH HOUSE ON THE

PACIFIC COAST. FAIRBANKS & HUTCHINSON. 334 Mentgomery St., San Francisco. Ir Send for an Illustrated Catalogue.

SUGAR And MOLASSES THE HONOLULU REFINERY WIL PAY

HARD SUGARS, AND First and Second Molasses! WITH OR WITHOUT CONTAINERS. WALKER, ALLEN & CO.,

M'CANDLESS & CO.!

Corner King and Fort Streets, Honolulu. Offer For Sale the Following List of NEW AND FRESH

CALIFORNIA GARDEN SEEDS JUST RECEIVED

PER STEAMER "AJAX!" HUBBARD SQUASH, CUSTARD SQUASH, Winter Crookneck Squash, Early White Squash,

Boston Marrrow Squash. Large Yellow Tomato, Cook's Favorite Tomato. Large Early Red Tomato.

Early Scarlet Turnip Radish, Long Scarlet Radish, White Spanish Radish, Yellow Turnip Radish.

Early Turnip Purple Radish.

Early White Corn.

Sugar Corn,

Scotch Kale, Curled Parsley, Thyme, Savory, Sweet Majoram, Sage.

Flower Seeds! White Solid Celery.

Long Green Cucumber, Early Cluster Cucumber, Early Frame Cucumber.

Pop Corn. Butter Beans, Early China Beans, Early Mohawk Beans, Scarlet Runner Beans,

Drumhead Cabbage. Enfield Market Cabbage, Ox Heart Cabbage, Curled Savory Cabbage,

Early York Cabbage, Drumhead Savory Cabbage, Winningstadt Cabbage, Yellow Dausons Onion,

Early Butterseed Cabbage, Sugar Leaf Cabbage,

Flat Dutch Cabbage,

n. Silver Skin Onlon, Large Red Onlon Salsify or Vegetable Oyster.

Half Long Carrot. Short Horn Carrot, White Belgian Carrot. Long Orange Carrot, Long Lemon Yellow Carrot. Roman Lettuce, Brown Dutch Lettuce,

Japanese Blood Red Lettuce,

French Salad Lettuce, Bath Cap Lettuce. Red Turnip Beet, Long Blood Beet, Mangel Wertzel Beet.

Long White Parsnip, Early Paris Cauliflower. German Sweet Turnip, White Flat Dutch Turnip,

White French Turnip,
Purple Top Turnip,
Rutabaga Turnip. Grape Water Melon, Early Jenny Lind Melon, Nutmog Melon. Early Kent Peas, Queen of Dwarf Peas,

Tom Thumb Peas, Champion of England Peas, D. O. Rooke Peas, Early Cincinnati Peas, Early Micheaux Peas. Prince Albert Peas, HONOLULU, FaB. 1st, 1866.

MR. I. BARTLETT OF THIS CITY HAS C. BREWER & Co.

Notice.

A S IT IS MY INTENTION TO LEAVE this Kingdom during this month, I request all persons to whom I am indebted to hand in their bills, and such as are FOR GETTING THE STEAMER "KI-LAUEA" off the reef, at Kawainae, Hawaii, putting her in complete repair, and delivering her so thoroughly repair-H. FISCHER, Tailor.

> Blacksmith Wanted. NONE BUT GOOD WORKMEN NEED HONOLULU IRON WORKS CO.

> The Foundry Business, HERETOFORE CARRIED ON UNDER he name of THOMAS HUGHES, will from be carried on under the name of

The Honolulu Iron Works Company! All communications or applications for machinery, for tenders, contracts, or for information connected with the business, may be addressed to THOMAS HUGHES, Manager, Or to JANION, GREEN & Co., Agents.

THOMAS HUGHES. Honolulu, Jan. 1st, 1866

Dissolution of Partnership. THE PARTNERSHIP HERETOFORE existing under the name of ED, HOFFSCHLAEGER & STAPENHORST became dissolved by the death of Florens phorst. The business of the late firm will be conti-Ed. Hoffschlaeger under the name of Ed. HOFFSCHLAEGER & Co., and all debts due to, and owing by the late firm, will be received and paid by Ed. Hoffschlaeger.

Honolulu, Jan. 31st, 1866. TAPIOCA, FARINA and ARROWROOT Of Superior Quality. MANUFACTURED AT KOLOA, KAUAI; onstantly on hand and for sale in quantities to suit by MELCHERS & Co

ED. HOFFSCHLAEGER.

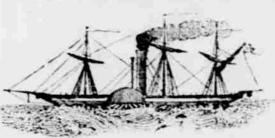
F. BANNING.

FOR SAN FRANCISCO.

Will Sail TO-DAY! February 10, at 2 P. M.

FROM THE ESPLANADE WHARF!

THE MAGNIFICENT STEAMSHIP



Bills of Lading must be signed by 12 M.

For freight or passage apply to

C. BREWER & CO., Agents. P. S .- All claims against the Steamer must be presented by

Hawaiian Packet Line SAN FRANCISCO.

THE A1 CLIPPER BARK

& Smyrniote CHARLES J. LOVETT, Commander.

Saturday, 10th inst. For freight or passage, having superior accommodations for

cabin and steerage passengers, WALKER, ALLEN & Co.,

Agents at San Francisco, Messrs Chas. W. Brooks & Co. 506-21

FOR SAN FRANCISCO! THE AMERICAN CLIPPER BARK

Capt. ANDREW FULLER.

H. HACKFELD & CO.

The Am. Clipper Ship Georges!

C. P. HEUSTIS, Master. WILL TAKE, A FEW CABIN PASSENGERS.

New Bedford Direct! The A 1 Clipper Ship

融 Blue Jacket! 点 J. S. DILLINGHAM, Jr Master. Will Sail for the above port about February 1st.

Sherry.

For Sale by WALKER, ALLEN & Co.

UNION INSURANCE COMPANY!

Capital Stock, - - - \$750,000. CHAS, D. HAVEN......SECRETARY. GUSTAVE TENCHARD MARINE DIRECTOR.

For rates of premium, apply to WALKER, ALLEN & Co., Agents.

JUST RECEIVED FROM Kaalaea Plantation

A FEW KEGS OF EXTRA No. 1 SUGAR. in small lots by
JANION, GREEN & Co.,
Agents Kaalaea Plantation.

SAM'L G. WILDER, PROPRIETOR. Sugar and Molasses!

CROP COMING IN, FOR SALE IN QUAN-WALKER, ALLEN & Co., Agents.

Sugar and Molasses FROM THE ABOVE COMPANY'S MILLS

WALKER, ALLEN & Co., Agents.

Sugar and Molasses! TROM THE ABOVE MILLS FOR SALE

Sugar and Molasses. TROM THE ABOVE PLANTATION FOR

sale in quantities to suit by WALKER, ALLEN & Co.

BUTTER!

MOLOKAI BUTTER.

LAVING THE SOLE CONTRACT FOR

CELEBRATED DAIRIES! I have now a continuous supply and am selling at

371-2 Cents per Pound! A. D. CARTWRIGHT.

FAMILY GROCERY AND FEED STORE, ? ODD FELLOW'S HALL.

Will commence LOADING THIS DAY and will sail for the above port on

Regular Dispatch Line

Comet, & WILL HAVE QUICK DISPATOR,

For UNITED STATES.

Capt. HEUSTIS, Or to C. L. RICHARDS & Co.

For DRY FREIGHT, such as Wool, Hides, Goatskins, &c., or Passengers, apply to 503-3t C. L. RICHARDS & Co., agents.

A FEW CASES EXTRA FINE SHERRY,

Currant Wine. A SMALL LOT OF MARSHALL'S SUPE-for Current Wine, 1862. For Sale by WALKER, ALLEN & Co.

SAN FRANCISCO, CALA.

HEUNDERSIGNED have been appointed agents for the above Company and are prepared to insure CARGOES, FRIEGHT AND TREASURE.

OAHU PLANTATION.

LAHAINA SUGAR CO.

BAL & ADAMS. WAILUKU MILLS.

in quantity to suit by WALKER, ALLEN & Co., Agents.

BUTTER, BUTTER



MYER'S AND JONES'